EVENING BULLETIN

VOL. III. No. 563. HONOLULU, H. I., SATURDAY, MARCH 20, 1897. PRICE 5 CENTS.

THE EVENING BULLETIN.

Published every day except Sunday at 210 King Street, Honolulu, H. I.

SUBSCRIPTION RATES.

Per Month, anywhere in the Hawaiian Islands.....$ 75
Per Year.....8 00
Per Year, postpaid to America, Canada, or Mexico.....10 00
Per Year, postpaid, other Foreign Countries.....13 00

Payable Invariably in Advance.

Telephone 256. P. O. Box 89.

B. L. FINNEY, Manager.

BRITISH VIEW OF TRADE

SOME ASPECTS OF THE INDUSTRIAL OUTLOOK.

Evolution in Trade as All Else—No Single Country Can Hold a Monopoly.

The following article is from the British Trade Review. It contains food for thought for the people of any country:

There is a very wholesome ring about the recent utterances of Mr. Nasmith, in his inaugural address as President of the Manchester Association of Engineers. Taking as his text the well-worn subject of foreign competition, he dealt with the question in terms which cannot be too carefully read by all interested in British trade. The usually narrow and insular prejudices with which this topic is approached by the majority of speakers who venture to breathe out their airy nothings whenever foreign competition is involved, find no place in Mr. Nasmith's sympathies, for he frankly declares that the day has gone by for the monopoly of manufactures of all classes to remain with any single country, and the time would come when each country would produce that class of goods for which, by reason of its natural resources and the skill and industry of its population, it was well fitted. Obvious as the truth of this statement must appear to every person who examines the industrial outlook with any degree of impartiality, it is nevertheless rare to have such a frank, straightforward avowal from a representative spokesman of one of the great manufacturing associations. Such a declaration will reasonably bear the interpretation that our manufactures in the aggregate, like other things, are not exempt from the influences of what is commonly termed evolution. In other words, it is a question of the survival of the fittest. The country that has the greatest facilities, both natural and acquired, for producing certain kinds of articles is the country that must eventually win in the race of competition. It may be remarked that this is but a truism, and patent to all, but it must be admitted that obvious though it may be, it is one of those points at which we are accustomed to look as through a glass darkly, fearful, it would seem, lest we should see the real state of things.

That there is nothing for us to lose, however, by looking at the facts as they are presented to us, and without trying to gloss them, is evident to those who take a sufficiently comprehensive view of the situation. Mr. Nasmith is apparently of this opinion, for he says:—

"So far as the prospects of this country were concerned in the competition that would have to be met, there was convincing evidence that we had no cause for serious alarm, although there was plenty of room for increased vigilance. Amongst the factors which affected the problem before them were the economic effect of improved appliances, the adoption of the best commercial methods, and the fullest development of the skill of those engaged in the industry, and especially of the leaders. It was scarcely necessary, in addressing the Manchester Association of Engineers, to dilate upon the effect of improved appliances on the power of competition; in all engineering industries, and more especially in those where machines of one class, containing a number of similar parts, were made in large quantities, the most complete system of employing special appliances was found. One direct consequence of the adoption of the newer methods and appliances was such a sub division of some operations as to involve a fresh organisation of labor, and in this way there had been silently worked a revolution which was not always fully appreciated even yet. Specialisation was indeed in the air, and although in many departments of engineering it had been thoroughly carried out, there were others in which this aspect of the subject was worthy of more attention, the making of machine tools being, perhaps, the most prominent of these."

Mr. Nasmith went on to refer to what he called one of the surprises of the present day—viz., that in the very home of the modern machine tool, there should be found so many machines of Transatlantic origin. Indirectly this led the President of the Manchester Association of Engineers to touch upon a subject that is of vital interest not only to our own manufacturers in Great Britain, but to those enterprising firms abroad who are seeking to provide resources on the spot for manufacturing their own requirements. We refer to the method or methods in which technical education is to be applied in the future. As Mr. Nasmith very truly observes, whatever differences of opinion there may be on other questions, there can be none on the desirability of developing to the largest possible extent the skill of those who are to carry on the industrial work of the nation, but the subdivision and organisation of work at the present day brings in its train the necessity for the employment of operatives whose daily work is the performance of one specific act, and the unfortunate part of the matter is that this system tends to lower the general standard of skill, so that, unless some other means are found, it is likely to cause a gradual deterioration in the men available when the occasion calls for them. Mr. Nasmith does not think it is at all surprising that it is difficult, if not impossible, to get workmen now like those formerly available. Indeed, the field of selection would, he thought, diminish in area, as the specialisation of work proceeded.

"The gap thus caused could only be filled by the adoption of some system of training by which the technology of the art was communicated. This was, however, difficult and thorny ground; the words 'technical education' were received even yet amongst many engineers, if not with open derision, at least with some veiled distrust. No one, however, who had studied the subject with a sincere desire to know the truth could fail to see that in certain departments the most thorough theoretical training was of vital importance; but it would be equally outside the mark to urge that all that was needed for an engineer lay within the ambit of what was commonly called technical education. This must always be supplemental to, or, perhaps better complemental of practical work in the shop."

Returning to the general topic of foreign competition, the President of the Manchester Association of Engineers very properly reminds his colleagues, and all whom it may concern, that although it was the true spirit never to undervalue our enemies, on the other hand we should not overvalue them. The continual iteration of our inability to compete was likely to do us serious injury in the minds of those to whom we offered our goods. The right course was to ascertain where a possibility existed of amending our efforts, and then putting into practise the lessons learned. To those who are disposed to take a pessimistic view of the future, the concluding remarks of Mr. Nasmith on this subject may be commended:

"No intelligent man bewailed the presence of competition. Even in those countries which were blessed or cursed—according to the point of view of the observer—with a protective system, internal competition was often a very hard thing to bear. All that we asked was that the competition should be fair, and that forged trade marks and fraudulent imitations should not form part of it. He was weary and disgusted with the perpetual lamentations of our modern Jeremiahs, and would like to enter his protest against the painful exhibition of faint-hearted counsels which of late had been so freely offered to us. To his mind, it was better to believe in our capacity, and although he would not care to see us imitating the rhodomontade of our American cousins, that was better than the despairing wails in which so many of our countrymen rejoiced. The populace of these little islands was the most industrious, strongest, and most practical in the world. Were we to believe that our right hands had lost their cunning, and, because we were meeting with a little opposition, we were therefore beaten? Insular conceit or not, he preferred to believe that we were able to cope with all our difficulties, rather than admit defeat on the first shock of battle. That we might see great changes in the character of our industries we might well expect and believe; but that in consequence we must surrender the position seemed to be the most miserable non possumus ever propounded.

THE JAPANESE SENT BACK

THE SHINSHIU-MARU TO SAIL THIS AFTERNOON.

Arrangements for the New Arrivals on the Sakura-Maru—No Communication Allowed.

If the arrangements made this morning are carried out, the Japanese steamer Shinshiu-Maru will sail for Yokohama between 2 and 3 o'clock this afternoon, carrying with her about 450 Japanese who have not been permitted to land by the Collector General.

The arrival of the Sakura-Maru with 317 more Japanese immigrants on board evidently hurried up matters at the Quarantine station, for between 4 and 5 o'clock last evening it was decided to commence the work of sending the rejected immigrants back to the ship on which they came. This was done by the ship's boats in consignments and was accomplished with very little trouble, the immigrants being told they were to be put ashore. There was some kicking when the vessel was reached, but they were hurried on board before they had time to make trouble.

The Sakura maru is still lying outside in strict quarantine. No communication whatever is allowed with the shore. Fred Whitney, representing Wm. G. Irwin & Co., the agents of the vessel, and several others were refused permission to go on board this morning by the Health officers. Oceanic dock is being cleared of freight today so that it can be used for discharging the freight on Monday morning. The Sakura maru will come up to the wharf early tomorrow morning. Her contract laborers, who are regularly brought here, will be sent over to the quarantine station at once. The rest of the passengers will be examined on the vessel, and if rejected will be taken on to Seattle and returned to Japan on the return trip of the vessel. As the vessel is running in the regular Nippon Yusen Kaisha line it is not expected that many of her passengers will be refused landing. The vessel will be strictly quarantined while at the wharf and her freight fumigated after departure.

Land Sales.

A judicial sale was held today of one-twentieth of a lot containing 1.42 acres, at Judd and Liliha streets, on account of the Brewer minors. It was bought by Mrs. Alfred W. Carter for $250.

The lease of 15 acres at Waiehu, Maui, for 21 years was sold to the Wailuku Plantation Co. at the upset rental of $75 a year. A previous lease to the same company had expired.

HONOLULU IRON WORKS

TWO HUNDRED AND FIFTY MEN NOW EMPLOYED.

Large Force Working on Iron Pipe Contracts—The Process of Making and Dipping Pipe.

When a representative of this paper strolled through the Honolulu Iron Works a few afternoons since to take a look at the process of making water pipe, he was informed that two hundred and fifty men were employed in the various departments of the works, all of whom are receiving good wages. A large proportion of this number are at work in the boiler shop where the big contract for supplying Ewa and other plantations with water-pipe is under way. This department of the Iron Works presents a busy scene of industry at the present time.

As stated in this paper some two or three weeks since, the making of steel water-pipe is a new departure for the Iron Works and the present contract is very much in the nature of an experiment. There is no difficulty in manufacturing the pipe, that has already been done to the extent of about one-fifth of the contract, but whether it can be done economically enough to compete with the United States manufacturers is the question that cannot be solved until the whole job it finished. At present all that can be said is that everything looks favorable for success.

The process of making steel water-pipe, two feet and a half in diameter, is an interesting one, and at the same time quite simple. A sheet of steel of the necessary thickness about four feet wide is put through heavy rollers which bend it in the required circular shape. It is then riveted by hand sufficiently to hold the ends together. Five of these joints are then placed together the same as joints of stovepipe and rivets enough to hold the whole in place are put in by hand. The pipe thus formed is now twenty feet long. It is hoisted bodily by means of a block and tackle to a vertical position in front of the riveting machine. This is a ponderous affair in two parts, one of which contains the steam hammer and the other acts as a sort of buffer or anvil. The pipe is placed over the latter, and can be raised, lowered or turned round at will, so as to bring the hole to be riveted exactly opposite the hammer. An apprentice boy stands inside the pipe and inserts the redhot rivets as they are handed to him one at a time in the holes, the head of the rivet being inside. The pipe is then carefully adjusted so that the head of the rivet inside rests squarely on the buffer and in two blows of the steam hammer the deed is done. The first is a gentle push which flattens the rivet, the second is given with a full head of steam. It not only drives the rivet home but by the shape of the hammer leaves the outside of the rivet in a finished shape, much better than could be done by hand. These rivets can be inserted about as fast as an apprentice can take them out of the fire and hand them to the boy inside the pipe, and thus the process goes on until the whole pipe is securely riveted.

When enough of the pipes are thus finished they are laid on blocks on the ground and the caulking machine set to work. This little affair is about the size of a big garden syringe and is run by compressed air received directly from an air compressor by a flexible rubber tube. A caulking iron of the requisite size is inserted in the end and all that is needed is for the mechanic to hold it over the desired spot and turn on the air. The machine does the rest at the rate of about 600 blows a minute or more. The air compressor used is a powerful one and, in fact, is the same as supplied for the Westinghouse air brakes in use on locomotives. This little machine will do the work of six or eight men and not half try. Careful caulking of the pipe is necessary to prevent the water from getting in the interstices and forming rust.

The last process to which the pipe is subjected before being fully completed is that of dipping. For this purpose it is taken to the wharf, where a large tank or vat of iron, twenty five feet long, has been erected for the purpose. There is a furnace at one end from which a flue extends underneath the vat, connecting with a smokestack at the other end. When enough pipe is on hand to justify firing up, enough asphaltum is emptied into the vat to half fill it and melted. When the stuff is cooked to the requisite temperature and thinness, a length of pipe is lowered into it and allowed to remain a few minutes. It is then hoisted endways, the superfluous asphaltum allowed to run off, and then by means of a traveler above sent to the end of the hoist, whence after cooling a few minutes it is taken to the wharf and piled up ready for shipment. After going through this asphaltum bath the pipe will be found to be coated inside and out as neatly as if painted, all the cracks and crevices filled with asphaltum and the whole impervious to moisture. The ends of the pipe where the joints will come when laid are previously coated with tallow, so that they are kept clean for the plumbers.

It will take some three months longer to finish the iron piping already contracted for, by which time other orders from the Oahu Sugar Company and other plantations may be received and the making of iron pipe become an established industry here, a consummation devoutly to be wished.

Dandy Mexican Saddle.

The Manufacturing Harness Company, King and Fort streets, has manufactured the finest saddle ever produced in a Honolulu workshop. It is a Mexican saddle for G. F. De La Nux, Paauhau, Hawaii. Tree as well as leather work was made in the shop. The saddle is richly embossed by hand in a basketwork pattern, the name of its owner being stamped in relief, on a crescent scroll, at the back end of the seat. The pack thongs come out through rosettes of rose shape. A native made the cinches of horse hair and they are virtually proof against wear. Two saddles of the same kind had actually to be made before the order was filled, for a native horseman seeing the first one insisted on buying it for himself. The name was stamped down into a fancy pattern and the native bore off the saddle in triumph. There is no doubt that Chisholm & Coghlan, who constitute the company, can equal if not discount the finest saddlery and harness produced on the Coast.

Has Been at Honolulu.

Admiral Sir Michael Culme-Seymour has been appointed Commander-in-Chief of Portsmouth, England. It is the greater honor from the fact that the Queen has the chief voice in the appointment, owing to the communication between the royal residence of Osborne, Isle of Wight, and Portsmouth. Sir Michael was here in the cruiser Swiftsure in 1886, and entertained King Kalakaua and the Legislature with battle and torpedo boat practise, while the vessel lay out in the roadstead.

Seattle Bock.

By the steamer Miowera, the Criterion Saloon received a large consignment of the celebrated bock beer, brewed by the Seattle Brewing and Malting Co. This is the first bock to make its appearance, and is a sure indication of better days.